



Transportation Advisory Committee

Meeting #4: Wednesday, June 24th, 2009

2:00 p.m. to 4:00 p.m.

Cache County Admin. Bldg. – Multi Purpose Rm #109

179 North Main, Logan

Purpose of the meeting:

- To present and gather input on the recommended design for improvements to 10th West/SR 252

Results

I. Attendance

- TAC members
 - Bill Ince, UPRR
 - Rich Stehmeier, Logan-Cache Airport
 - Carl Mackley, Utah Division of Water Rights; Logan
 - Josh Runhaar, Cache County
 - Mark Nielsen, City of Logan Public Works
 - Tyson Budge, City of Logan Police
 - Lisa Peterson, Cache Valley Transit District
 - Blake Parker, Parker Real Estate
 - Darrell Erickson, Cache County Road Department
 - Jaynan Chancellor, Bicycle and Pedestrian Adv. Committee
 - Alan Hinckley, Woodruff Neighborhood Council
 - Dean Quayle, Bridger Neighborhood Council
 - Jeff Gilbert, Cache County MPO
 - Dan Walker, ICON
- Visitors
 - Curt Webb, Utah House of Representative
- UDOT
 - Charles Mace, UDOT Project Manager
 - Vic Saunders, UDOT Region 1 Public Involvement Mgr.
 - Brad Humphreys, UDOT Project Development Engineer
 - Paul Egbert, UDOT Design
 - Rex Harris, UDOT
- Consultant Design Team
 - Kyle Comer, Civil Science Project Mgr.
 - Brian Kirk, Civil Science, Design
 - Mike Pepper, KMP Planning, Public Involvement Lead

II. Project Status

- Activities since TAC meeting #3 – Mike Pepper provided an overview of the activities listed below
 - "17 Homeowners" meeting
 - UDOT Region One review of Public input and Value Engineering study results
 - Residential property owners meeting (those immediately adjacent to 10th West)

www.udot.utah.gov/tenthwest

- UDOT direction for alternatives and recommended design for the residential area between 200 South and 600 South (124 ft. standard cross with frontage road)

III. **Review and New Information** – Mike Pepper gave a brief overview of the information listed below

- Purpose and Need (State standards, safety and infrastructure upgrades)
- Public input since the last TAC meeting
 - “17 homeowner’s meeting”
 - Residential neighborhood design alternatives work session
 - Citizen design group meeting

IV. **Recommended Design** – Mike and Kyle presented details on the issues listed below

- Undeveloped Area; Cross section, alignment and features
 - Specific note – the undeveloped section (1400 North to 2500 North) will be planned for five lanes and cleared environmentally for five lanes. However, the initial phase of improvements will include a three lane cross section, due to less initial traffic demand and limited funds.
- Commercial Area; Cross section, alignment and features
 - Specific note – the commercial sections will be planned for five lanes and cleared environmentally for five lanes.
 - The initial construction phases will include five lanes from US 91 to 800 South, 200 North to 1400 North and on 2500 North, 600 West to US 91.
 - However, the initial phase of improvements for the commercial section on 2500 North from the intersection with 10th West to 600 West will include a three lane cross section due to less initial traffic demand and limited funds.
- Residential Area; Cross section, alignment and features
 - Includes several cross sections, all five lanes, plus turn lanes at intersections
 - 800 South to 600 South – 110 ft. standard cross section (with no sidewalk on the west side to avoid impact to the existing Agricultural Protection Zone).
 - 600 South to 200 South – 124 ft. standard cross section, plus frontage road on west side – Note this section is based on a west alignment, holding the existing east right of way line.
 - 200 South to 200 North – 99 ft. cross section – a narrower cross section to reduce impacts to commercial properties. (This includes a narrower 91 foot section immediately south of 200 North to avoid substantial impacts to existing commercial properties).
- Other infrastructure issues; Logan River Bridge – Kyle noted that improvements to the bridge are planned to include five lanes
- Utilities – Kyle described the affected utility issues; power, irrigation and storm drainage systems
- Related issues; Wetlands, Noise studies, Other issues – Kyle gave a brief update on these issues – they are in process and will be accommodated as needed

V. **Projected Project Costs**

- Costs by segment
 - Note that the unit se-prices used to calculate the segment costs are current, 30 days old
- Segment prioritization
 - Construction with available funding is planned for two construction seasons; 2010 and 2011. The schedule for construction for sections without available funding is pending identification of additional funds

VI. **Discussion and Input regarding the Recommended Design**

www.udot.utah.gov/tenthwest

- Identify any specific issues and concerns – TAC comments
 - Residential area
 - Narrow residential section – South of 200 North to 200 South – UDOT is ok with this design, although it is not preferred
 - 600 South to 800 South
 - Develop and maintain a “traversable slope” in the clear zone
 - Consider widening the buffer area from 4 ft. to 6 ft. to allow for addition of trees, although the City will maintain either width and does not have a preference. Note that widening of the buffer area would require additional right of way. If needed, suggest acquiring additional right of way from the east side only, to avoid impact to the Agricultural Protection Zone on the west side.
 - Plan for bus stops in the residential area as appropriate – coordinate with transit authority and school district as needed
 - City maintenance of buffer / planting areas – the following issues need further discussion with the City of Logan to determine the most appropriate final design
 - Buffer area through residential area, including location of potential fence along the frontage road or in buffer area. *Note: the resolution of these issues may also consider public comments received at the upcoming public open house on July 15th*
 - Trees – appropriate and allowable size, type, placement and distribution
 - Lighting – final type, size and location. Also need final determination of cost to project and City of Logan
 - Commercial areas
 - 2500 North/US 91 intersection – show the planned double left turn lane from 2500 North to northbound US 91
 - List both the planned typical five lane section areas and the initial exception three lane sections (2500 North from intersection with 10th West, east to 600 West).
 - 2500 North – make railroad crossing wide enough for five lanes as is currently planned.
 - Undeveloped area
 - Address storm drainage needs in undeveloped areas – initially this will be an open ditch, long term, this will include collection in an underground storm drainage system
 - 2500 North / 10th West intersection – plans for the initial phase of development will include a three lane section with minor improvements and a free-running right turn lane (from 10th West onto 2500 North eastbound) only and no signal. The design team will coordinate with the airport planning process. and adjust plans if needed
 - Utilities
 - Address stormwater management / control needs
 - Assess location of existing power poles to determine if they can remain in place.
 - Miscellaneous design issues and notes
 - Clarify that the buildout plan for roadway improvements will include five lanes and the environmental process will clear right of way sufficient for five lanes (including shoulders, turn lanes, slopes, etc.)
 - Consider adding “share the road” signage to support bicycle use on roadway/shoulder, although the primary bike route will be designated on 600 West
 - Maintain clear zone as required
 - There is awareness of pedestrian crossing activity at Three Point Ave., although from pedestrian counts taken fall 2008, the number of pedestrians crossing 10th does not

meet warrants for infrastructure improvements at this area (counts ~~were~~^{are} approx. 15% of the volume needed to warrant crossing designation and improvements)

- Be aware of the possible issues related to existence of an un-signalized crossing at 200 South (until a signal is warranted). The development of the frontage road and anticipated increased traffic volumes may speed up the warrant for a signal at this intersection.
- Any potential signal changes at 200 North are pending the outcome of a separate the SRUS 30 Study
- Suggest review of the signal phase timing at 200 North
- Stream alteration permit – Utah Division of Water Resources representative noted that the cost of a stream alteration permit for government entities will increase to \$500 per permit beginning July 1, 2009
- Walkable Community – the City of Logan representative noted that their goal is to have a “walkable community”, so the plans should accommodate pedestrian connectivity, especially from 200 North, south to US 91
- US-91 – Logan City requested that a sidewalk throughout the area that are fully improved to 5 lanes at least on one side.
- Note that the pavement maintenance of the roadway will still continue as needed to maintain acceptable surface condition, in addition to planned roadway improvements
- Pursue early right of way acquisition if possible
- 10th West Public meeting
 - Clarify what will be built – long term and in initial phases, including sidewalks – adjust illustrations as needed for clarification
 - Show the “future build out” cross sections, and the initial phase cross sections where different
 - Show project costs and schedule per construction section
 - Link to the project budget with graphical illustration
- 1100 West / US 91 intersection closure (north side only)
 - Includes a neighborhood meeting to present justification for closure and gather comments. This meeting is tentatively scheduled for Tuesday, July 14th
 - Current, but unconfirmed, regulations for areas with more than 35 homes requires more than one entrance/exit point
 - Tentative plans include installation of a breakaway “crash gate” at this location to allow access by emergency vehicles
 - The City of Logan Fire Chief must approve closure of this street and installation of a “crash gate” or other option to meet needs for emergency vehicle access – See Mark Meaker, Fire Chief
- **Reach consensus for the recommended design – TAC comments**
 - ***With the comments noted above, the TAC reached strong consensus for the draft recommended design, including all proposed cross-sections and the 124 ft. plus frontage road section between 200 South and 600 South***

VII. Next Steps

- Affected residential area property owners meeting – June 24th
- Property owner site visits (as needed)
- Refine design as needed

- Public Open House and key stakeholder presentations – July 15th confirmed for public open house – Other meetings (PTA, Neighborhood Council representatives) pending
- Final combined TAC / Local Government meeting – late July / early August
- Design – late summer, fall
- Right of way acquisition – begin fall 2009 (time dependant on number / types of properties impacted)
- Construction – Phase I – planned beginning early summer 2010